

Insurances.

CANTON INSURANCE OFFICE, LIMITED.
Hongkong, 4th March, 1898. 100

Hongkong, 22d January, 1896.

10
Date: 26 January 1968

c/o Hongkong Telegraph Office.
 Hongkong, 9th March, 1898. (40)

Today's Advertisements.

GOVERNMENT BILLS.

TENDERS FOR SPECIE - MEXICAN DOLLARS. Current in this Colony, and weighing 7.17, in Exchange for Sterling Bills Drawn to order on the Chief Cashier, London, will be received by the Chief Cashier, Army Pay Department, until 11 A.M. on MONDAY, the 16th instant.

The Tenders to state the total amount required (in Pounds Sterling), and the amount for which each Bill should be drawn, but no Bills will be issued for sums less than £100.

The Tenders to be in duplicate and in sealed covers, addressed to the Chief Cashier, Army Pay Department, and endorsed "Tenders for Government Bills."

The right to accept or reject any or all of the Tenders is reserved.

WILLIAM L. BARR,
Colonel,
Chief Cashier, China.

Her Majesty's Treasury Office,
Queen's Road,
Hongkong, 12th March, 1896. [498]

NOTICE.

THE EAST POINT DAIRY FARM COMPANY.

TO avoid any misapprehension, I beg to inform our CUSTOMERS and the PUBLIC in general that our CATTLE are entirely FREE from DISEASE. The majority of our Cattle, of which we have over 200 head, were specially picked out from the principal healthy dairies and cattle-rearing districts in Australia by the undersigned, who has been connected with this Company since 1891, and who has spared no time or trouble to study the Diseases of Cattle, having twice visited Australia and India for that purpose.

The Cattle Plague which broke out the year before last in this Colony did not touch our Dairy, which is situated in the Wong Nei Chong Valley at the Eastern part of the Colony and surrounded on all sides with fir and other trees, and is one of the healthiest localities in this Colony for Cattle.

Our produce, about 1,000 lbs. of milk daily, is used by the Civil and Military Hospitals (not the Officers' Mess as was rumored in connection with the cases of Typhoid fever) and by the principal institutions in the Colony for the past few years, and is sold at our Depot—No. 12, D'Almeida Street.

A. RUMJAHN,
Managing Proprietor.

Hongkong, 12th March, 1896. [1505]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL, PENANG AND SINGAPORE.

THE Company's Steamship

"TEENKAI,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, where delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon on the 23rd instant, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on SATURDAY, the 21st instant.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 19th instant, will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. TO-DAY.

Bills of Lading will be countersigned by HOLLIDAY, WISE & Co., Agents.

Hongkong, 12th March, 1896. [1508]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MOY, SINGAPORE, BATAVIA, SAMARANG AND SOERABAYA.

THE Steamship

"HUPIH,"

Captain Quill, will be despatched on SUNDAY, the 15th instant, at Daylight.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 12th March, 1896. [1500]

"BEN" LINE OF STEAMERS.

FOR KORE AND YOKOHAMA.

THE Steamship

"BENLARI,"

Captain Wallace, will be despatched as above on SUNDAY, the 15th instant.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 12th March, 1896. [1504]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR KORE.

THE Steamship

"OCAMPO,"

Captain Hawkins, will be despatched for the above Port on SUNDAY, the 15th instant.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 12th March, 1896. [1501]

CHINA NAVIGATION COMPANY, LIMITED.

FOR CHEFOO, TIENSIN AND NEWCHANG.

Today's Advertisements.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND YOKOSUBA.

THE Company's Steamship

"TEENKAI,"

G. W. Long, Commander, will be despatched as above TO-MORROW, the 13th instant, at 4 P.M.

For Freight or Passage, apply to HOLLIDAY, WISE & Co., Agents.

Hongkong, 12th March, 1896. [1506]

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN, THURSDAY ISLAND and QUEENSLAND PORTS, and taking through Cargo to ADELPHI.)

THE Steamship

"OSLO,"

Captain Pedersen, will be despatched for the above Ports on SATURDAY, the 14th instant, at Noon.

For Freight or Passage, apply to D. M. WRIGHT & Co., 27, Praya.

Agents, throughout Australia.

Messrs. BURNS, PHILPS & Co., Hongkong, 12th March, 1896. [1488]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Steamship

"TIENSIN,"

Captain Clegg, will be despatched on SATURDAY, the 14th instant, at 3 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 12th March, 1896. [1486]

OCEAN STEAMSHIP COMPANY.

(Taking Cargo and Passengers at through rates for NINGPO, CHEF-KO, TIENSIN, HANKOW and PORTS on the YAMOTSE.)

THE Company's Steamship

"MEN LAUS,"

Captain Towell, will be despatched as above on SATURDAY, the 14th instant.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 12th March, 1896. [1499]

OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896.

(Subject to Alteration.)

Chittagong Tuesday 17th March.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship

"CHITTAGONG,"

will be despatched hence for HONOLULU, VICTORIA, B.C., and PORTLAND, OREGON, via KOBE and YOKOHAMA, on TUESDAY, the 17th March.

Consisting of two vessels for United States Ports should be in QUADRUPPLICATE, and one Copy must be sent forward by the Steamer, to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to SHEWAN & Co., Agents.

Hongkong, 12th March, 1896. [1497]

DAKIN, CRICKSHANK & COMPANY, LIMITED.

VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a daily qualified English Chemist and will bear comparison with the best English Manufacturers.

Special terms to HOTELS, CLUBS, MESSIA and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 12th March, 1896. [1427]

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1851.

WINE AND SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best goods at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at

Intimations.

once it should be ordered to be despatched as the Dispensary before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintage. All are true Xeres Wines.

CLARET.—Our Claret, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currents, as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent quality and of greater age than most brands in the market. The SCOTCH WHISKY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our WINES and SPIRITS to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY, Hongkong, 10th January, 1896. [1505]

MARRIAGE.

On the 12th instant, at St. Peter's Church, Hongkong, by the Rev. A. Hill, FRANK MAYHEW RICHARDSON, of London, Eng., to MAY, youngest daughter of William Horton.

The Hongkong Telegraph

HONGKONG, THURSDAY, MARCH 12, 1896.

NOTES AND COMMENTS.

The Government allowed Mr. Ladd, the only Veterinary Surgeon within a thousand miles of the Colony, to go away on leave, and neither required him to make adequate provision for the performance of his very important public duties, nor has it taken any steps to fill his place.

Cattle disease of some sort has broken out badly in the Dairy Farm premises at Pokfulam, and there is no one in the Colony who can determine what it is or how to treat it. Two medical men went out to Pokfulam yesterday afternoon to see if their knowledge and experience in the treatment of the diseases of human beings would enable them to be of any use. One of them thinks the cattle are affected by the rinderpest. The other "When Doctors differ," etc., etc. They accomplished no useful purpose so far as the prime object of their visit was concerned. Incidentally they afforded a capital illustration of the zeal and energy of our police force. Having gone to the Dairy Farm without a permit from the Sanitary Board, they were forcibly detained on the premises until they were able to get from the Governor a special order for their release. What power the Governor had to make such an order we know not, nor do we quite understand how he is going to justify himself for permitting Mr. Ladd to leave the Colony until some other competent person was at hand to carry on the duties imposed on that gentleman (not by the Government but by the law) in the supervision of markets, slaughter houses, and cattle generally.

The Government, nevertheless, a very sparing of assistance to the Dairy Farm Company. We hear complaints that the Government haterter hindered them in their operation than assisted them. Permission to remove the healthy cattle to a distant quarter on the south side of the island was a first refusal, and was only conceded on day. Assistance was asked for, and would have been paid for, in the cremation of the carcasses of the animals that have died or been slaughtered. It has, we understand, been refused. Cattle disease of some sort is said to be raging on the mainland opposite, and the Government takes precautions to prevent infected animals being imported. How can any precaution be taken when there is no one in the Colony with any knowledge on the subject? The Markets and Slaughter houses Ordinances are reduced to a dead letter in the absence of the Colonial Veterinary Surgeon.

We have just heard that the active and zealous members of the Police Force who are guarding the premises of the Dairy Farm Co., and who carefully interned two medical men yesterday afternoon, have either been so careless or have been so badly posted in their duties by their superior officers that all the coolies who were employed in handling the dead and diseased cattle have been allowed to escape from the premises and to get into town, to diffuse among our dense crowded population such a deadly disease as anthrax, or some other malignant form of infection. It is bad enough to have the plague among us, but anthrax! It is the story—too much red tape, too many departments, too many people to whom minutes and memoranda have to be submitted before anything can be done. No one with brains enough or the courage to act first and write afterwards.

We understand that up to this morning the Dairy Farm Company have lost 3 animals by death, and have had 3 slaughter. 23. At the present moment there are no animals affected, and there have been no fresh cases for 3 days.

From the published figures we note that the average daily number of cases of plague in January was 13; in February three; this month, to the 7th, five. It appears to be gaining ground on us in spite of the efforts of the Sanitary Board and of the Police to check it, and it is equally plain from the discoveries of dead bodies upon steamers and in public thoroughfares, such as those referred to in the *Daily Press* of this morning, that there are many more cases and deaths than become known to the authorities. The District Watchmen are not sufficiently active and zealous. Surely such things cannot be done in Hongkong, even in its most thoroughly Chinese portions, without the knowledge of the neighbours and without the means of knowledge, if not the actual knowledge, coming to the Chinese watchmen and policemen. A reward might be offered by Government for information of every authenticated case of plague. Would it not be as well to institute an examination of all steamers and junks arriving in harbour, as was done in 1894? It had the happy effect then of frightening away all Chinese who were in the least degree affected by any disease.

TELEGRAMS.

REUTER'S MESSAGES.

THE NEW ITALIAN MINISTRY.

LONDON, March 10th.

The following further appointments have been made.

Finance.....Signor Branca.

Marine.....Signor Brin.

Foreign Affairs.....Duke of Sermoneta.

DR. JAMESON AT BOW STREET.

The hearing of the case against Dr. Jameson has been resumed at Bow Street. Sir Richard E. Webster and Sir Robert Bannatyne Finlay (Law Officers of the Crown) prosecuted.

THE NAVY.

Mr. Goschen states that Great Britain has now nearly as many ships in Commission as the whole of the remaining Powers of Europe together, and that the policy of the Government is to have a force capable of defending the interests of the Empire in all parts of the world.

(From Japanese papers.)

THE KING OF KOREA AND THE JAPANESE.

SEOUL, February 27th.

It has been decided, in accordance with the wish expressed by the King of Korea, to remove the Japanese troops from the vicinity of the Palace.

COUNT KABAYAMA.

TOKYO, March 3rd.

It is believed that Count Kabayama will be appointed to some post in connection with Foreman affairs, and he may ultimately enter the Cabinet.

THE INTERNATIONAL TELEGRAPH CONFERENCE.

TOKYO, March 3rd.

Bureau, chief of the Communications International for Europe to-morrow to attend the Telegraph Conference.

THE SECRET TREATY BETWEEN CHINA AND JAPAN.

The *North-China Daily*, 11th March 3rd, morning publishes the full text of a secret treaty between Russia and China.

THE SECOND INSTALLMENT OF THE INDEMNITY.

TOKYO, March 4th.

It is reported that information has been received from Peking stating that the Chinese Government are making preparations to pay the second installment of the indemnity, due in virtue of the terms of the Baku Treaty, in May. The Russian Minister, it is said, is urging the Chinese Government to fulfil its engagements promptly.

NEW WAR BONDS.

TOKYO, March 4th.

The raising of new loans by means of War Bonds has been officially announced. The first is for a loan of 10,000,000 yen, and the second for 25,000,000 yen, both being issued at par and bearing 5 per cent. interest.

The bonds are for 100 yen each, repayable to be made in eight instalments.

LOCAL AND GENERAL.

MR. GIFFIN WON THE YOKOHAMA CHESS CLUB CHAMPIONSHIP TOURNAMENT. His record was 9 games won, 1 game lost.

MARQUIS KUBODA, Vice-President of the House of Peers, has resolved to visit Formosa soon after the close of the Diet.

THE GERMAN FLAGSHIP Kaiser and three other German men-of-war are reported to have arrived at Nagasaki on the morning of the 2nd instant.

THE OFFICIAL GAZETTE of Japan states that Viscount de Bondy Riario, Second Secretary of the French Legation, has been appointed French Consul in Formosa.

ADMIRAL Count Kabayama, Governor-General of Formosa, and his suite, arrived in Tokyo by train on March 2nd. A large crowd of dignitaries met him at the Shimabara station.

We read in the *Yokohama Advertiser* that preparations for commencing operations at the refinery of the Yeyeyama Sugar Company having been completed, Mr. Nakagawa, Managing Director of the Company, with the necessary staff, is to proceed shortly to Formosa.

THE JAPANESE CONSUL at Seoul has made a demand upon the Korean Government for the arrest and punishment of the murderers of Aniki Yachi and Inoye Seinosuke who were slain in the recent disturbance in Seoul. An indemnity of 10,000 yen is demanded.

LETTERS have, says the Yokohama Advertiser, been received from the crew of the schooner Rikurui, which left Yokohama on February 10th for Borneo, via Hongkong. It appears that on the 13th, 14th, 15th and 16th, the vessel encountered a heavy westerly gale with high cross seas. The *Rikurui* arrived at the chief port of the Loohoo, on February 23rd all well.

LAND BATTING KIOG this morning prosecuted twenty squatters for trespassing on Crown Land, the rest of which they had refused to pay. The Police Magistrate remanded them for a week to give them time to square up.

THE MIKADO gave a farewell dinner at the Akasaka Palace on the 2nd instant to Prince Fushimi and Marquis Yamagata, who were to leave on the 8th for Russia. All the other Princes of the Imperial house, the Ministers of State, the Foreign Representatives and about a hundred other high officials were present.

THE JOURNALIST for 1st February gives the name of Mr. Daniel Wance-Smith of the "Hongkong Daily Press" in the list of those who have been raised from the rank of pupil-associate to that of full membership in the Institute of Journalists. We heartily congratulate our esteemed colleague on having "attained his majority."

THE DIRECTORS of the Nippon Yusen Kaisha are reported to have abandoned the idea of the *Tosa Maru*, which is to leave for Europe shortly, calling at Singapore this voyage, in order to avoid detention through the quarantine now imposed on arrivals from Hongkong. The passenger fares to London and Antwerp from Yokohama are 350 yen, cabin; 250 yen, 2nd class; and 100 yen, steerage.

LI SHUN SUI, a Formosan, who arrived in Japan with Admiral Count Kabayama on the 2nd inst., and was decorated with the Order of the Rising Sun, is, according to the Yomiuri, about sixty years old. He is said to worth 500,000 yen, made by dealing in tea and camphor. He took the lead in joining the Japanese and rendered valuable assistance to the Japanese army in the subjugation of the island. He has decided to cut off his queue and wear Japanese clothes.

LAST night a blue-jacket who was breaking lanterns, etc. along Queen's Road was arrested by a Constable. A number of his clothes interfered and rescued him. The Constable, not to be balked, chided one of the ringleaders, and notwithstanding the rough handling he experienced, held on to his man until assistance arrived. On being hailed before Mr. T. Sercombe Smith this morning this valiant "tar" was fined 25s, or in default six weeks. "He's in the Asylum now!"

THE BILLIARD MATCH at the "Vic" to-morrow night of 500 a side, even, between Messrs. Rutter and Farmer, promises to be a very interesting game. Mr. Rutter has won three of the Engineers' handicaps, starting scratch; was second in the Hongkong Hotel handicap, with a break of 45; won two out of three matches with the Rifle Brigade "crack," Colour-Sergeant, Hornsman, and in the second "Vic" Handicap, conceding 15 to "scratch" players, he defeated 64 competitors, with a break of 38 on record there; He has also won most of the handicaps at the Dock, always starting scratch. Mr. Farmer who plays Mr. Rutter has only one record, that was when he defeated Mr. Bodley, who gave him 60 out of 100 up. A good deal of interest is centred in this match, which is pretty sure to be a very close thing.

THE RAW SICK INSPECTION Office of Yokohama is to be opened on April 1st in the premises of the Kencho.

THE JAPANESE GOVERNMENT has decided to take part in the International Exhibition to be held in Paris in 1896.

THE YOKOHAMA MAIL of 28th ultimo states:—Fung and 22, better known as Che San, stationer, and his former Chinese Way Sio, are both now languishing in the Hongkong Prison for having been arrested on the charge of forging the signatures of the Japanese Consul, who still looks after the interests of Chinese nationals here, will not be libelled on bill Che San's case is strictly one of wheels within wheels, and as it may eventually result in revelations regarding the sensitive feelings of Japanese in the matter of consular rights, it may be interesting to review the origin of his alleged misdemeanor. It appears on the face of things that the firm received an order from Hongkong some time in February, 1895, for a vast number of matchbox labels to be made after a certain model and design. Che San's former, Way Sio, received the order, and went to the local Government printing establishment at Otomachi. There the labels were subsequently "spoiled" by the Japanese authorities, who seized the same because they were labels of the Monkey brand match, so called, with the Hong Chop of the Western Nation Co., which adorned all matches exported to China by the Osaka Match Co. Che San and Way Sio both pleaded utter ignorance of the facts averring in support of their protestations of innocence that they never had handed over the job to a Japanese firm, but they regarded it as one of a compromising nature. Their appeals, however, were of no avail. They were thrown into jail and still languish there. Now comes the interesting sequel to the tribulations of Che San et al. By some fortuitous circumstance the matter came to the ears of some one posted on Hong Chop, and in the employ of Justice, Matheson & Co. This unsolicited order, and not the facts and the fact that the unsolicited order of the Osaka Match Co. products in China was in a measure due to the fact that for convenience sake, and to save the bother of working up a new reputation of its own, the Osaka concern in question has been using Justice, Matheson & Co.'s Hong Chop on its goods, which thus find ready sale as the product of, or at any rate guaranteed by, one of the most responsible European firms in the East. On the head of this interesting (somewhat untimely) discovery, and the result is that America, England, China and Japan are all going to get tied up in an admirable legal tangle on account of the arrest of Che San the stationer.

MEMORANDA.

TO-DAY—12th March.

been able to ascertain no workmen engaged within the area had the plague.

Mr. Cooper concludes by saying that last year a few sporadic cases occurred first in April and then in June, and that since then, last January a few more cases occurred, and it has been since then that the presence of plague has not in any way traceable to the demolition of houses in which plague occurred in 1894 or later. The evidence leads him to the conclusion that until the poorer districts of the city are thoroughly cleaned, occasional cases of plague must be expected.

The President:—“As any member any resolution to move?”

Mr. Ede:—“I think it should be sent to the Governor. With reference to the question of the houses in which plague has existed and where the plague has not occurred again, and where the woodwork has not been destroyed, I should say it would be desirable to burn. Of course you cannot burn the houses, but I think in any instance in which we can burn we should do so. I certainly believe that the infection is carried by wood though I am not a scientific man and may be mistaken.”

The President:—“The Captain Superintendent is in favour of burning not only the wood work but the bricks and everything.”

In reply to Mr. Ede's question as to the disposal of the bricks underground, the President said the sale of all material had been stopped.

The Colonial Surgeon stated that experiments had proved that exposure of the bacilli to the air and sun for four days completely killed the germs. The houses in the resumed area were thoroughly disinfected in June and July 1894, by a gang of 300 men, each being freely used. Not one of these men contracted the disease. The Board must be guided by the experience of science, and everything went to prove that all danger of infection has been destroyed in Tai Ping Shan.

The Medical Officer of Health explained his minute of “I agree” as complying with public prejudice. While he and other scientific persons were satisfied there was no danger in the materials, he thought that, public feeling being so high and the money obtained by the sale of the houses so small, allowance should be made to the feeling by not selling the materials. This was his sole reason for agreeing with Mr. Ede's recommendation.

The President pointed out that the subject had received considerable attention from the Board. As far back as June 1895 the subject of selling the materials had been before the Legislative Council, after being twice before the Public Works Committee, and the bill on which they had been working was passed, he believed, with but one dissenting voice. The subject had been thoroughly thrashed out by the Board before, and he thought it a pity if any of the members had not seen at the time—which he did not think was the case—that they should have kept silence so long. As the matter had been brought up again he did not think it should be dropped without an expression of opinion on the part of the Board, and he therefore moved the following resolution:—

“That the Board is not in possession of any evidence to warrant the belief that the materials remaining in the resumed area of Tai Ping Shan is infected with the plague bacillus. On the contrary, in the opinion of the Board the statistics in its possession prove conclusively that the steps taken to eradicate the disease from the infected premises in 1894 have been attended with most satisfactory results. The Board, however, in view of public feeling on the subject, recommends that if further materials be sold steps should be taken to burn as far as practicable any woodwork remaining in the buildings.”

Carried.

MORTALITY RETURNS.
The mortality returns for the weeks ending 25th February and 7th March were laid on the table. The death-rate was 26.8 and 31.9 respectively, as against 23.8 and 19.9 last year. Twenty-eight deaths from plague are reported for the previous week and 41 for the latter, twenty-three during the last week coming from No. 6 district and ten from No. 5.

HOUSE TO HOUSE VISITATION.
After transacting the routine business of the meeting, which contained nothing further of interest.

The Medical Officer of Health made a verbal report of the work done by the six Acting Sanitary Inspectors lately appointed. These had dealt already with 1,077 houses, of which 509 had been inspected and cleaned by them. These comprised 1,230 floors, or practically 300 separate houses. In addition 152 houses, or 1,251 tenements had been inspected, and the tenants themselves had been cleaned and disinfected. The Board, if the cleaning was not carried out properly the Inspectors did it for them again. With regard to the way this cleaning was done, he remarked, in the first place, that the furniture was not, as was believed by many folks, usually thrown out of the windows, but was carried through the doors. The occupants are notified the day before, and the furniture is taken out at 5 p.m. The furniture was then taken into the street, and then the house was thoroughly washed and the floors scrubbed with lime and soda, and the ceilings and walls were then washed. This occupies from an hour to an hour and a half, and then the occupants are at liberty to return, and as there are about 300 houses employed, they were assisted with their boxes, etc. He therefore pointed out that the process was not required to sleep in the streets, nor were they put in any more inconvenience than was absolutely necessary.

In answer to Mr. Ede, he stated that, in spite of the fact that this was done gratis by the Government, many of the tenants made written application to be allowed to do the work at their own cost, under the direction of the Inspectors. Permission was always given.

DUMPING CARCASSES.
The Secretary explained to the Board that the Dairy Farm Company had engaged men and a cargo-boat, and that to-night the carcasses of their cattle would be taken to sea four miles from the island, weighed and then thrown into the sea. This would prevent any possibility of their floating back into the harbour. On its return the boat would be thoroughly disinfected and either re-stored or re-embarked as the class of boat demanded.

The Colonial Surgeon stated that, in company with Dr. Lawson, he had examined the blood from the eyes of a patient of one of the deceased cattle, supplied from the roth, and found bacilli, which, however, inoculation into mice had conclusively proven not to be anthrax. Indeed they could do nothing definite, and could not say what the disease was. He had examined blood from another animal to-day, and all they could say was that it was a septicaemic disease of some sort.

The Captain Superintendent of Police stated that, so far as he could learn, there was no cattle disease on the mainland.

ANNOYANCE.
The Board then adjourned for a fortnight.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

REUTER'S VAGARIES.

TO THE EDITOR OF THE “HONGKONG TELEGRAPH.”

SIR,—If my memory serves me correctly, it is a fact that shortly after a correspondent of *The Times* wired from Hongkong to London in October last to the effect that a secret treaty had been concluded between Russia and China, Reuter was “authorised” to state that the report was correct and that the officials of the Russian Legation in London denied all knowledge of such a compact, while the British Foreign Office had “no information on the subject.” Reuter, I think, acted much more properly and decidedly than usual. It may be assumed, I think, that Reuter's agent at Shanghai recently telegraphed to his employers informing them that the *North China Daily News* had published the details of the secret treaty in question. Yet, strange to say, Reuter's agent never wired out that information has reached London nor has he favoured us with the right of public opinion on this vitally important question. I therefore write to ask whether you can suggest a solution of what, under the circumstances, appears an insoluble conundrum to

AN OUTSIDER.

Hongkong, March 12th, 1896.

[Has our Correspondent ever heard how towns in Ireland are built, or rather how they are planned? A lot of potatoes is thrown up to the air, and wherever a potato falls there a house is erected. The streets meander around it. Reuter's agent at Shanghai recently telegraphed to his employers informing them that the *North China Daily News* had published the details of the secret treaty in question. Yet, strange to say, Reuter's agent never wired out that information has reached London nor has he favoured us with the right of public opinion on this vitally important question. I therefore write to ask whether you can suggest a solution of what, under the circumstances, appears an insoluble conundrum to

NEWS IN BRIEF.

JAPAN.

We call the following items from Japanese exchanges in hand, dated up to the 3rd inst.:

An earthquake was felt in Tokyo on the 23rd ult.

The ladies of Kobe gave a leap-year dance on the 28th ult.

A charter for a shipbuilding dock at Moji has been approved.

The steamer *Shidmir* has been sold to Japanese for \$55,000.

Carpenter's wages in Yokohama have been raised to 60 cents a day.

Six small-pox cases were officially reported in Tokyo on the 25th ult.

Seven Japanese were mobbed in Seoul on the 25th ult., one being killed.

Only twenty-eight shooting licences were applied for in Hyogo last year.

An attempt to be made to fire the cruiser *Kohshu*, lately sunk at Formosa.

The Nippon Race Club has purchased eleven Chinese ponies for the spring meet.

Two Japanese inspectors and 50 constables left Japan on the 26th ult. for Seoul.

Six men and five women were killed by an avalanche in Toyama on the 15th ult.

Eight houses were destroyed by fire in Hamacho, Hakodate, on the 22nd ult.

An explosion in a coalmine in Hakko, on the 26th ult., eight men were killed.

250 pounds of dynamite were stolen recently in Tokyo. The Police are searching for it.

The King of Korea finds great difficulty in getting any one to become Prime Minister.

Yen 70,517,785 was the value of the coin in circulation in Japan at the end of January.

The total amount of currency and bank-notes in Japan as February 21st was 131,791,797 yen.

The Japanese Mission to the coronation of the Czar leaves Japan by the *Ernest Simola* this day.

The Japanese Shakin-Ginko proposes to raise its capital from six to twelve million yen.

The editor of a Tokyo newspaper was recently fined yen 25 for publishing particulars of a case of fraud.

Korean Ministers are reported to have to ask permission of the Russians before they can see the King of Great Korea.

The Japan Camphor Co., with a capital of 300,000 yen, is being formed to control the camphor trade of Formosa.

A firm in Japan, agents for an American maker, are to supply 10,000 tons of rails at 25 cents for the Sanyo Railway.

The Yokohama Choral and Philharmonic Societies gave Smart's Cantata, *The Birds of Dunbarrow*, at the Public Hall lately.

The Japanese Finance Authorities are drafting a project for a big bank in Formosa, with head office at Taipei, and branches at Keelung and Taiwan.

Three Mixed Brigades are to be organized from all the Army Divisions in the Japanese Empire, and will be dispatched to garrison Formosa.

Japanese merchants propose presenting a package of tea to the Czar on the occasion of his coronation and similar gifts to the representatives of various countries present at the Ceremony.

STRAITS AND SHAM.

We are indebted to our Singapore and Bangkok exchanges for the following items:—Perak now guarantees all vessels from Deli. An Indian constable lately died in Bangkok of cholera.

Cholera is feared in Perak during the coming summer.

The thermometer reached 91 in Perak on the 27th ult.

Steps are being taken to wind up the Singapore Debating Society.

It is proposed to build a tram, similar to the Hongkong line, in Penang.

H.M.S. *Undaunted* left Singapore on the 5th for Labuan, Kudat and Sarawak.

A Chinese nation for animals, costing \$2,320, is to be built at Penang.

The planting of hill padi in the Negri Sembilan has been strictly forbidden.

A killing cattle-dealer was recently robbed in Bangkok of \$70 worth of goods.

The Chinese extension of the Perak railway is being rapidly pushed forward.

Shanghai, the billiard expert, was giving exhibitions and lessons in Bangkok last month.

A chess tournament, with sixteen competitors, was arranged to be played in Singapore last week.

The Tanjong Pagar Dock Company, Ltd., paid a dividend of 7 per cent on the last half-year's working.

The Anglo-Chinese school at Klang has twenty-seven pupils. A new school building is being erected.

Since a cholera over a “love affair” between two Chinese in Singapore, one threw a bucket of scalding water over his rival who is now dying.

In reply to a petition asking for a reduction in the tax on tin, the Perak Government recently advised the miners to hold for a rise in the price of that metal.

A Chinese girl was killed, and man severely injured, and six men badly shaken, by the explosion of a bomb in Singapore, during Chinese New Year festivities.

RUSSIA AND JAPAN IN KOREA.

Yokohama, March 4th.

Eleven peaceful Japanese subjects, including one woman, have been foully murdered by Korean rioters since the coup d'état of February 11th. The Tokyo Government is showing resolute patience in the presence of these outrages.

It appreciates the powerlessness of the Korean executive to deal with the anarchy now prevailing in the peninsula, and refrains from preferring demands that must tend only to precipitate a more acute crisis. It is unfortunate for Russia that the disorders occurring in the peninsula should mark an epoch when the administration of Korea affairs is conducted from within the walls of the Russian Legation. M.M. de Spenser and Waber, the Representatives of the Great Northern Power in Korea—who, of course, acted without the authority of the Cabinet in St. Petersburg—cannot have appreciated the extreme difficulties that had beset Japan's unobtrusive efforts to maintain order and inaugurate progress, or they would not have lightly lent the authority of their country's flag to a cabal bent upon upsetting all that had been accomplished, and not furnished with resources or strength to build up a new order of things. It must at least be said to Japan's credit that she never incurred the danger of provoking disorders without making provision of means to quell them. But Russia's agents appear to have thought that a hundred marines and one field-piece, to guard the entrance of a foreign Legation where the King and his Cabinet were hiding from a nation that they dare not attempt to govern openly, would suffice to maintain a situation amounting to anarchy. Russia's wanted to do things that she is not doing. But in truth she is labouring under disadvantages congenial with those that impeded Japan's efforts to civilize the peninsula. Even if she were prepared to attempt anything immediately against the independence of Korea—prepared, in other words, to assume the control of administrative affairs there—she is barred by her pledge given when England evacuated Port Hamilton in 1886, and still more by association with Germany and France, who joined her in forcing Japan out of Liaoting on the explicit ground of preserving Korean independence. Her interference in Korea must partake, therefore, of the importance for conclusive results that has crippled Japan also. Japan, however, has one bright page in her record. Throughout the whole time of Count Inouye's residence in Seoul, Korea remained comparatively tranquil. There were no political revolutions in the capital, and the provinces were steadily and successfully quelled. Count Inouye showed that Japan was competent to solve the Korean problem, and that she was not to be deterred by the jealous interference from abroad. But Count Inouye's conception of the real inwardness of the situation, his conviction that only by a general agreement on the part of the Western Powers could a complete remedy be applied, was not at that time shared by the Tokyo Cabinet. He returned to Japan, only to hear of disorder succeeding disorder in his absence, and to see his foresight confirmed by events that now necessitate the course he then advocated.—*Japan Mail*.

THE AUSTRALIAN CRICKET TEAM.

The most noticeable feature of the selection of a team of cricketers to represent Australia during the approaching season in England is the prominence given to bowlers, especially fast bowlers. This, says the *Sydney Telegraph*, of the 8th ult., may be taken as a symptom that the lesson of the last tour in England has been well learned. Then the principal defect in the Australian team was its lack of bowlers who could achieve by mere speed the success which players like Richardson, Lockwood, and Mold gained on the English wickets. This time there will be no weakness in that respect which can be guarded against. The two fastest bowlers in Australia, Eady and Jones, are to be taken, as well as Trumble, who is exceedingly swift at times, and whose excellent performance the other day doubtless enhanced his chances. More than that, the selectors have decided to include McKibbin, who time again baffled the best of Colonial batsmen when the wicket helped him, or when he had the good fortune to find a batsman call for a length, which is equivalent to a delivery being accompanied with the peculiarities of the table he is playing on. There, with Giffen and H. Trott, will make up about the most powerful bowling combination that could be formed in Australia just now.

Continuing, our Australian contemporary says:—It is evident that the selection went to work with a relentless determination to pick the best players, regardless of personal or historic considerations. That accounts for the inclusion in the team of men who have not yet represented us in England, and also accounts for the absence from it of several players who have come to be regarded as essential members of any cricket combination that could be formed in this country. English patrons of the game will miss, for example, the lusty hitting of Lyons, the formidable bowling of Turner, the dexterous “keeping” of the occasional Jarvis, and the desperate “batting” of A. Bannerman. But they will gain the fine bowling of Eady, Jones, and McKibbin, and the wicket-keeping of Johns, who has amply proved his dexterity in that direction, and who will have a thoroughly efficient substitute in Harry. Whether the change will be profitable from the Australian point of view remains to be shown.

On the whole it may be said that the team is as good as could have been chosen. No doubt there will be regrets and protests here and there in connection with the overlooking of one or two of those players who have become traditional favourites, but it should be remembered that in cricket, as in every other kind of athletic sport, the useful period of its participants is generally short, and proficiency lasting over many years is the exception that is proved among members of this team by Giffen and H. Trott. No doubt there are some who would have made admirable captains, and would not have discredited the team. But when really efficient cricketers, young men in the prime of health and playing value, are available, it is dangerous to exclude their qualifications in favour of mere generalists. The selectors are in the thick of the game as it is played in Australia, and their opinion is the one that is entitled to most respect. What appears at a first glance to be the new Australian team, composed of Giffen, H. Trott, Darling, Jones, and McKibbin, and the wicket-keeping of Johns, is a team that is well calculated to give a good account of themselves in the forthcoming tour.

The following is a résumé of a lecture delivered by Mr. Tanaka, Chief of the Ship Control Bureau, before the Tokyo Keio Marine Association on the subject of “Japan's Maritime Future.” At the outset the speaker referred to the history of the development of maritime business in Japan. At the fall of the Shogunate, between 40 and 50 steamers were owned either by the Regency or by various powerful feudal houses, and about thirty of these were transferred to the Imperial Government. Subsequent improvements were made chiefly to domestic or foreign trade. Thus the expedition to Formosa in 1874, resulted in the purchase by the Government of 12 steamers of the same tonnage as the *Satsuma* rebellion that broke out three years later was the cause of adding 7 or 8 steamers to the list; while the series of disturbances in Korea between 1884 and 1885 caused Japan to purchase about 25 steamers, of a total displacement of 18,000 tons, approximately. In the late Japan-China war more than 70 vessels were purchased. Thus it will be seen that as more of the steamers now owned by Japanese have generally been purchased through stress of State necessities, and not from commercial exigencies, it has not been possible to minutely examine their seaworthiness. As to whether ship-building can be successfully carried on in Japan, the lecturer observed that abundance of labour, abundance of coal, and cheapness of labour, abundance of capital, and abundance of competitors, alike indicate a hopeful future for this industry in Japan. The next topic dealt with was the encouragement of navigation. The lecturer expressed himself satisfied at seeing maritime business so far developed in Japan as to entirely exclude steamers flying foreign flags from the coasting trade. But that is not sufficient, as indicated by the requirements of the coasting trade, when the requirements of the coasting trade depend on foreign countries in emergencies, for it will not always be possible to rely on aid from abroad. Mr. Tanaka approved, on this point, of the Navigation Encouragement Bill, but reserved judgment on some details. This is regarded as the “difficult” matter between foreign vessels and those of our own.

SHIPBUILDING IN 1895.

In a recent article on “Shipbuilding in 1895,” *Transport* says:—

In summing up the year's results, as far as shipbuilding is concerned, I am greatly assisted by the compiled report on shipbuilding at home and abroad issued by Lloyd's Register of British and Foreign Shipping. The first and most encouraging fact in connection with the year's work is that, notwithstanding a diminution in one or two districts, there was an improvement in the industry in 1895 as compared with 1894. This is not quite apparent from Lloyd's returns, but that organization takes no notice of vessels of less than 100 tons register which have appeared in *Transport* during the past few weeks. Great activity was, upon the whole, upward tendency rather more pronounced. The aggregate for the United Kingdom for the recent labour troubles in the engineering sections. The year has not been a busy one for us as Continental and Colonial builders are concerned, for their returns show a falling-off as compared with the previous twelve months; but there has been a fair amount of work done round despite the reaction which necessarily followed the boom of a few years ago. New markets have been opened up, and trade has expanded, but vessels are cheaper and there are a great many more of them on the ocean than there were some years ago. As things are at present neither shipbuilders nor shipowners are amassing wealth, and the competition of foreigners, State-aided, directly or indirectly, is only too likely to eat into profits in the future.

A glance at the German returns shows that she has to be borne in mind that whatever is produced in Germany is much more so than in English builders. Just when the signs of revival in the industry were manifest, it was particularly hard that labour difficulties should have presented themselves with their blighting effects. The work in hand is much greater than it was a year ago, and additional orders, both for the Admiralty and the Mercantile Marine, are flowing in.

It appears from Lloyd's figures, that during the year 1895, exclusive of warships, 570 vessels of 950,937 tons gross (viz., 526 steamers of 697,901 tons and 53 sailing vessels of 45,036 tons) have been launched in the United Kingdom. The tonnage launched in 1894 was 518,112 tons displacement. The total output of the United Kingdom for the year has, therefore, been 638 vessels of 1,099,078 tons. In these notes, warships are specially mentioned. The output is less than that of 1894, owing to the fact that the proportion of steam tonnage to the total tonnage launched has been much higher. In 1892, sailing tonnage formed no more than 24 per cent of the output; in 1893, 14 per cent; in 1894, 8 per cent; and in 1895 it has formed less than 5 per cent. The ship tonnage launched in 1895 has, however, exceeded that launched in 1894 by upwards of 110,000 tons displacement. If these figures be included in the comparison, the output of 1895 has exceeded that of 1894 by 20,000 tons.

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Masonic.

PERSEVERANCE LODGE OF
HONGKONG, No. 1165.

A REGULAR MEETING of the above
LODGE will be held in the FREEMASONS'
HALL, Zealand Street, on MONDAY, the 16th
instant, at 5 for 5.30 p.m. precisely. Visiting
Brethren are cordially invited to attend.
Hongkong, 9th March, 1896. [474]

Amusements.

THEATRE ROYAL.

THE
WILLARD OPERA COMPANY
AND
JOHN F. SHERIDAN
Will arrive per P. & O. S.S. "PESHAWUR."
GRAND OPENING NIGHT
ON
SATURDAY, the 21st March, 1896.

Prices:—\$2, \$1 & 50c.
BOX PLAN at Messrs. KELLY & WALSH, Ltd.
SEASON TICKETS for 12 Performances,
\$25 ONLY.
Hongkong, 9th March, 1896. [365]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship

"NAMO." Captain Hall, will be despatched for the above
Ports, TO-MORROW, the 13th instant, at
Daylight.
For Freight or Passage, apply to
DOUGLAS LARPAK & Co.,
General Managers,
Hongkong, 12th March, 1896. [493]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.
FOR SINGAPORE, SAMARANG AND
SOERABAYA.
THE Company's Steamship

"ONSANG." Captain J. V. Vernon, will be despatched as above
on SATURDAY, the 14th instant, at 4 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers,
Hongkong, 11th March, 1896. [494]

CHINA NAVIGATION COMPANY,
LIMITED.
FOR CHEFOO AND NEWCHANG.
THE Steamship

"FOCHOW." Captain Blackburne, will be despatched on
SATURDAY, the 14th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 6th March, 1896. [469]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND
PORTS, and taking through Cargo to
ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)
THE Steamship

"GUTHRIE." Captain McArthur, will be despatched for the above
Ports on or about the 15th instant.
This well-known Steamer is specially fitted for
Passengers, and has a Refrigerating Chamber
which ensures the supply of Fresh Provisions
throughout the voyage.
A Stewardess and a duly qualified Surgeon
are carried.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents,
Hongkong, 3rd March, 1896. [451]

FOR NEW YORK, VIA SUZ CANAL.
(Following the S.S. Falland Hall.)
THE Steamship

"QUEEN CIGA." Captain Harris, will be despatched for the above
Ports on or about 15th March.
For Freight, apply to
SHEWAN & Co.,
Agents,
Hongkong, 26th February, 1896. [498]

FOR SINGAPORE, PENANG AND
CALCUTTA.
THE Steamship

"LIGHTNING." Captain J. G. Spence, will be despatched for the above
Ports on TUESDAY, the 17th instant, at
3 P.M.
For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents,
Hongkong, 11th March, 1896. [495]

FOR SINGAPORE, HAVRE AND
HAMBURG.
(Calling at NAPLES for Landing Passengers if
sufficient inducement offers.)
(Taking Cargo at through rates to ANTWERP,
AMSTERDAM, ROTTERDAM, LONDON,
BRISTOL, LIVERPOOL AND BREMEN.)
THE Steamship

"FRIGGA." Captain J. J. J. will be despatched for the above
Ports on or about the 25th instant.
This Steamer has Superior Accommodation
for First and Second Class Passengers, and
carries a Doctor and a Stewardess.
For Freight or Passage, apply to
SIEMSEN & Co.,
Agents,
Hongkong, 5th March, 1896. [460]

NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

STEAM FOR
COLOMBO, BOMBAY, PORT SAID,
LONDON AND ANTWERP.
THE Company's Steamship

"TOSA MARU." will be despatched as above on or about the
30th instant.
To be followed by a Steamer leaving Japan
monthly.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA,
Hongkong, 9th March, 1896. [479]

Intimations.

THE UNANIMOUS OPINION

Of all who consider the question in favour of

BOVRIL

THE GUARANTEED PRODUCT OF PRIME OX BEEF.

50 TIMES MORE NOURISHING THAN MEAT EXTRACT OR BEEF TEA
HOME MADE OR OTHERWISE.

SOLE AGENTS—

WATKINS & CO.,

APOTHECARIES' HALL, 66, Queen's Road Central.

Hongkong, 21st February, 1896.

ONE THOUSAND DOLLARS. \$1,000

INSURE YOUR LIFE AGAINST FATAL ACCIDENT
BY SUBSCRIBING

"THE HONGKONG TELEGRAPH."

THE SCOTTISH METROPOLITAN LIFE ASSURANCE COMPANY WILL PAY

THE SUM OF \$1,000 MEXICAN.

to the legal representatives of the European holder of this COUPON in the event of his death by
Accident on or before the 31st March 1896 while on land within the confines of HONGKONG
or any Treaty Ports of CHINA or JAPAN, or the immediate neighbourhood thereof, provided that
the Name and Address of the said holder appears in the List of European Subscribers to the
"HONGKONG TELEGRAPH."

as furnished to the Company for the Three Months ending 31st March 1896; that the
premium thereon has been duly paid; that death takes place within One Month from the
occurrence of the Accident, and that notice of death, with full particulars, is sent within fourteen
days of its happening to Mr. J. Y. V. VERNON, Hongkong. It being declared that \$1,000 only
will be paid in respect of any one death.

* This premium is paid quarterly in advance by
the Proprietors of The Hongkong Telegraph.

J. Y. V. VERNON,
AGENT.

Hongkong, 1st January, 1896.

MOUNT AUSTIN HOTEL.

1,400 FEET ABOVE SEA LEVEL.

TELEGRAPHIC ADDRESS, "EXCELSIOR," HONGKONG, A. B. C. Code.

TELEPHONE, No. 35.

THE TEMPERATURE IS AT LEAST 10 DEGREES COOLER THAN IN
QUEEN'S ROAD.

TIFFIN AT 1 P.M. DINNER AT 8 P.M.

ARRANGEMENTS can be made for TIFFIN or DINNER PARTIES in
PRIVATE DINING-ROOMS.

For further Particulars apply to

THE MANAGER,
MOUNT AUSTIN HOTEL.

Hongkong, 27th July, 1896.

Shipping.

STEAMERS.

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.
(UNDER MAIL CONTRACT WITH THE AUSTRIAN
GOVERNMENT).

STEAM TO SHANGHAI AND KOBE.
THE Company's Steamship

"ELEKTRA." Captain F. Cosulich, will leave for the above
Ports on TUESDAY, the 17th instant.
For Freight or Passage, apply to
SANDER & Co.,
Agents,
Hongkong, 10th March, 1896. [488]

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUZ CANAL.

THE Company's Steamship

"TANTALUS." Captain Hannan, will be despatched as above
on WEDNESDAY, the 18th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 7th March, 1896. [395]

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUZ CANAL.

THE Company's Steamship

"NESTOR." Captain Asquith, will be despatched as above
on WEDNESDAY, the 18th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 7th March, 1896. [478]

"SHELL" LINE OF STEAMERS.
FOR LONDON AND HAMBURG.

THE Company's Steamship

"TELENA." Captain T. G. Scott, will be despatched as above
on WEDNESDAY, the 25th instant.
For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents,
Hongkong, 7th March, 1896. [471]

JAVA, CHINA JAPAN LINE OF
STEAMERS.

UNDER MANAGEMENT OF THE
ROYAL PACKET NAVIGATION COMPANY
OF NETHERLANDS INDIA.

PROPOSED SAILINGS.
(Subject to Alterations.)

JAVA, HONGKONG, YOKOHAMA, KOBE,
AMOY, HONGKONG, SINGAPORE,
JAVA.

FROM HONGKONG.

S.S. Germanland To JAVA March
S.S. Cassius To JAVA April
S.S. Federation To JAVA May
S.S. Federation To JAPAN April
S.S. Germanland To JAPAN May
S.S. Cassius To JAPAN June

General Agents for China & Japan,
LAURIE, WEGENER & Co.,
Hongkong, 24th February, 1896. [191]

Shipping.

STEAMERS.

"MOGUL" LINE OF STEAMERS.
FOR NEW YORK, VIA SUZ CANAL.

THE Steamship

"GHAZEE." Captain Bailey, will be despatched for the above
Ports on TUESDAY, the 17th instant, at Noon.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents,
Hongkong, 5th March, 1896. [419]

"RICKMERS" REGULAR LINE OF
STEAMERS.

FOR MARSEILLES, BREMEN AND
HAMBURG.

THE Company's Steamship

"DOROTHEA RICKMERS." Captain Pape, will be despatched as above on
WEDNESDAY, the 25th instant.
For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents,
Hongkong, 5th March, 1896. [461]

SAILING VESSELS.

FOR SAN FRANCISCO.

THE 100 A. I. British Ship

"BRODICK CASTLE." Ferguson, Master, will leave here for the above Port,
and will have quick dispatch.
For Freight, apply to
SHEWAN & Co.,
Agents,
Hongkong, 5th December, 1895. [1692]

FOR SAN FRANCISCO.

THE 100 A. I. British Ship

"QUEEN ELIZABETH." Fulton, Master, will leave here for the above Port,
and will have quick dispatch.
For Freight, apply to
SHEWAN & Co.,
Agents,
Hongkong, 18th February, 1896. [356]

FOR SAN FRANCISCO.

THE American Barque

"COLOMA." Noyes, Master, will leave here for the above Port,
and will have quick dispatch.
For Freight, apply to
SHEWAN & Co.,
Agents,
Hongkong, 3rd March, 1896. [445]

FOR NEW-YORK.

THE 100 A. I. American Iron Ship

"W. F. OAKES." E. W. Reed, Master, shortly expected from the
North, will leave here for the above Port, and
will have quick dispatch.
For Freight, apply to
CARLOWITZ & Co.,
Agents,
Hongkong, 27th February, 1896. [413]

FOR NEW-YORK.

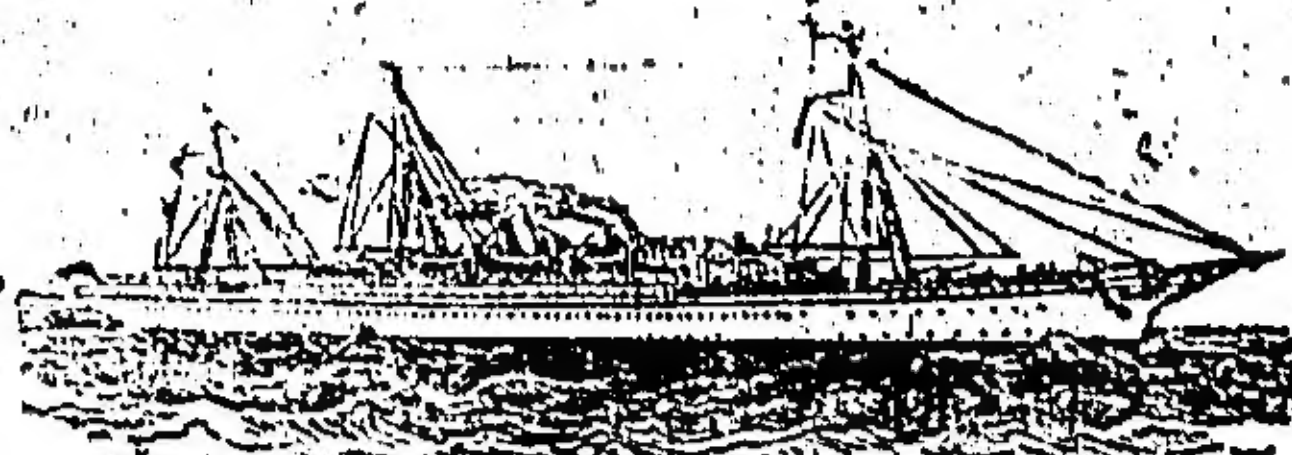
THE 100 A. I. German Barque

"CERASTER." A. Peters, Master, will leave as above on or
about the 20th March, 1896.
For Freight, apply to
CARLOWITZ & Co.,
Agents,
Hongkong, 12th February, 1896. [322]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1896.



1896.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT AMOY, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R.....WEDNESDAY, 18th March.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.....WEDNESDAY, 8th April.
EMPRESS OF INDIA...Comdr. H. Byss, R.N.R.....WEDNESDAY, 29th April.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF
JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12
DAYS, making close connection at Vancouver with the PACIFIC TRANS-CONTINENTAL
TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent
FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is
made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which
passengers through to all principal points and AROUND THE WORLD. Return
tickets to various points at reduced rates, Good for 4, 5, 6, 9, and 12 months.
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan
Governments.

CIRCULAR PACIFIC TICKETS: Hongkong to Vancouver, Vancouver to Sydney, Australia,
via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months,
£100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS
(the Company having received the highest award for same at recent Chicago World's Exhibition)
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the
Line passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by
the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Paddis Street.

Hongkong, 12th March, 1896.

OCCIDENTAL & ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE.

THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaika (via Nagasaki, Kobe, Inland Sea & Yokohama) Saturday, 21st March, at Noon.

Bulger (via Nagasaki, Kobe, Inland Sea & Yokohama) Wednesday, 8th April, at Noon.

Doris (via Nagasaki, Kobe, Inland Sea & Yokohama) Saturday, 8th April, at Daylight.

THE Company's Steamship

"GAELIC" will be despatched for SAN FRANCISCO, via
NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY,
the 21st March, 1896, at Daylight. Connection
being made at Yokohama with Steamers from
Shanghai.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic lines
of Steamers, and to the principal cities of the
United States or Canada. Rates, and particu-
lars of the various Routes may be obtained
upon application.

Special rates (First-class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic and Civil Services, to European
Officials in service of China and Japan, and to
Government officials and their families.

Passengers who have paid full fare, re-embark-
ing at San Francisco for China or Japan (or vice
versa), within one year, will be allowed a dis-
count of 10 per cent. This allowance does not
apply to through fares for China and Japan
to Europe.

All PARCEL PACKAGES should be marked to
address in full, and same will be received at
the Company's Office until FIVE P.M. the day
previous to sailing.

Consular Invoices to accompany Cargo des-
tined to Points beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Freight or
Passage, apply to the Agency of the Company,
No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 11th March, 1896.

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

JEYES FLUID

THE BEST
DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY
ITS USE.

W. G. HUMPHREYS & Co.,
Royal Buildings

Hongkong, 9th March, 1896.

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUZ,
PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN AND HAMBURG,
PORTS IN THE LEVANT,
BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR THE PRINCIPAL
PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Prinzess Tuesday ... 1st March.
Sachsen Tuesday ... 12th April.

Karlshafen Tuesday ... 26th May.
Prinz Heinrich Tuesday ... 23rd June.

Prinzess Tuesday ... 21st July.
Sachsen Tuesday ... 18th August.

Karlshafen Tuesday ... 5th Sept.
Prinz Heinrich Tuesday ... 13th Nov.

Prinzess Tuesday ... 10th Nov.

ON TUESDAY, the 31st day of March
1896, at 9 A.M., the Company's Steamship
"PREUSSEN," Captain D. Hagemann, with
MAILS, PASSENGERS, SPECIE AND CARGO,
will leave this Port as above, calling at
SINGAPORE and GENOA.

Shipping Orders will be granted till NOON on
SATURDAY, the 28th March. Cargo and Specie
will be received on board until 5 P.M. on Monday
the 30th March, and Passes will be received at
the Agency Office until NOON on MONDAY, the
30th March. Contents of Packages are required.
No Parcel Receipts will be signed for less than
£2.50 and Parcels should not exceed Two Feet
Cubic in Measurement.

The Steamer has splendid Accommodation
and carries a Doctor and a Stewardess.
Linen can be washed on board.
For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 9th March, 1896. [447]

NORTHERN PACIFIC
STEAMSHIP AND RAILROAD
COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to
the very cheap rates offered by this Line
to the PACIFIC COAST, and to the VICTORIA and
EASTERN Cities of the UNITED STATES and
CANADA and to EUROPE.

HONGKONG TO LONDON \$400.
Excellent accommodation. First Class Table.
DOCTOR and STEWARDESSE carried.

HONGKONG TO NEW YORK \$350.
The Railroad travelling is second to none on
the American Continent. Magnificent Scenery
of the ROCKY and CASCADE Mountains. The
YELLOWSTONE NATIONAL PARK route. Passen-
gers to EUROPE may proceed by one of the first
class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.
Rates of Passage to other Ports on application.
Special rates allowed to members of Govern-
ment Services.

PROPOSED SAILINGS FROM
HONGKONG.
(SUBJECT TO ALTERATION.)

Tacoma 2,540 Tuesday ... April 7.
Victoria 1,167 Tuesday ... May 1.

Hankow 3,304 Tuesday ... June 2.

THE Steamship

"TACOMA." Captain R. Crawford, sailing at Noon, on TUES-
DAY, the 7th April, will proceed to VICTORIA,
B.C., and TACOMA, Wash., via SHANGHAI,
KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan,
Pacific Coast Ports, and to Canadian and
United States Ports.

Consular Invoices of Goods for United States
Ports should be in quadruplicate, and one
copy must be sent forward by the steamer to
the office of the Freight Agent, Northern Pacific
Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address
marked in full) by 5 P.M., on the day previous to
sailing.

For further information as to Passage or
Freight, apply to
DODWELL, CARLILL & Co.,
General Agents.

Hongkong, 11th March, 1896.

To be Let.

TO LET,

WITH IMMEDIATE POSSESSION.

FOUR FURNISHED BED-ROOMS at
KOWLOON HOTEL.

Apply to
NEW VICTORIA HOTEL